

David Lawrence Tells How Wilson Rumors Grew

TO-NIGHT'S WEATHER—Fair and warmer.



The

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TO-MORROW'S WEATHER—Fair and warmer.



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DOCKMEN ARE VOTING TO END STRIKE

Pacific Flyer Beats Lieut. Maynard's Time

RUMORS OF WILSON ILLNESS ARE TRACED TO OPPONENTS BITTER IN THEIR PARTISANSHIP

Senators Brandegee in Speech and Moses in Letter Aided in Circulation, Says David Lawrence—One Senator Asked Correspondents to Say Wilson Was Out of His Mind.

By David Lawrence.

(Special Despatch to The New York Evening World.)

WASHINGTON, D. C., Oct. 13 (Copyright, 1919).—Nothing less than a contest between President Wilson and the bitterest of his opponents in the United States Senate has arisen for possession of public confidence.

First it came with the League of Nations as an issue. Now the question is being projected whether Mr. Wilson is able at all to discharge the duties of the Presidency because of his illness.

Ordinarily the disposition of a President might be regarded as a personal matter, but such is the intensity of feeling on the part of those who would like to see Mr. Wilson out of the Presidency that rather than wait for March, 1921, some of them have sponsored a movement to get Mr. Wilson out of office by applying the Constitutional provisions about Presidential succession in the event of executive inability.

BRANDEGEE SPREADS RUMOR BY SPEECH IN SENATE.

Rumor after rumor has been sent out of the cloakrooms of the United States Senate giving the impression that the President is unable now to discharge the duties of his office and that he never will be able to do so again.

Senator Brandegee of Connecticut, Republican, went so far in a Senate speech as to insinuate that a signature on a public document recently sent by the President to the Senate was not written by Woodrow Wilson.

Senator Moses of New Hampshire, another Republican, admits the authenticity of a letter written by him to a constituent in which he speaks of the President as having suffered a "cerebral lesion," and "while he may get well, he will not be any material force in anything."

A man high in Administration Councils is authority for the statement that a certain Republican Senator called in two or three newspaper men recently and told them to be sure and put it into their articles the President was out of his mind.

The same official fairly burned with indignation as he described the rumors about the President's health as a "deliberate propaganda in which the hope that the President may be disabled is dominant."

Resentment at the tactics of the President's opponents was encouraged on every side. "I am a party politician," said one Administration official, "and I know there are many things one can do in a political fight, but if this is a prizefight, why not have Marquis of Queensberry rules? Why hit below the belt?"

NO WORD OF SYMPATHY FROM SENATE.

The President has been in bed two weeks. During that interval the Senate has not passed any resolution of sympathy or expressed any solicitude about the President's health. Individual Senators, many of them Republicans, have inquired personally or by letter and have offered their sympathy, but a minority on the Republican side has seized the opportunity to spread the impression.

"First, That Mr. Wilson broke down because his Western trip was a fizzle.

Second, That he has been out of his mind for some time.

Third, That the facts about the President's true condition have been carefully concealed.

The words of the eminent physicians who have attended the President have not been regarded as sufficient. They have been openly accused of camouflage. A persistent effort to "smoke out" the physicians into details of all sorts of stories and rumors has been met by a stubborn refusal on the part of these physicians even to authorize details of specific rumors.

CAMPAIGN OF DOUBT KEPT UP.

They haven't wanted to add to the circulation of these stories by dignifying them with details. Yet the campaign to cast doubt on the official statements about the President's condition continues and some of the wildest tales and most absurd insinuations have been brought forth.

What is the animus behind it all? Is the feeling of bitterness between Mr. Wilson and some of the men he has fought were only an official matter it would be difficult to say, but the deepest personal hatred for the Pres-

(Continued on Fourth Page.)

SEARCH IN VAIN FOR KIDNAPPED "PERFECT BABY"

One Theory Is That George Dansey Will Be Found in Well or Culvert.

SCOUR JERSEY WOODS.

Detective Works On Clue That Former Suitor of Mother Threatened Revenge

HAMMONTON, N. J., Oct. 13.—While many of the older folk of this town of 2,000 hold to the opinion that the body of little two-and-one-half-year-old George William Dansey ultimately will be found at the bottom of a well or in a culvert not far from his home, search was continued by a committee of forty to-day on the theory of the boy's parents that the only explanation possible for his disappearance last Wednesday is that he was kidnapped.

Searchers, directed by Edward H. White, found marks of a narrow-tired wheel in the deer fields, the natural outlet from which is at May's Landing, thirteen miles southeast of here. The marks are nothing like those of any carriage owned in this part of Atlantic County. Seventeen miles east of May's Landing is Atlantic City.

Hercules and Stella Dansey, the boy's parents, came to Hammonton three months ago from Pittsburgh. One of the detectives at work on the case left for Pittsburgh to-day, following the story of Dansey that a former suitor of his wife had threatened revenge upon her.

Little George William, who would have been three years old at Christmas, and looked a year older, was called the Perfect Baby. His parents had registered him in the children's bureau of a national magazine for women. His photograph, unnamed, appears in the October issue of that publication.

Sturdy and remarkably bright, the missing baby has light hair and large hazel eyes. On his left breast is a brown mole. He wore a blue romper suit, a brown sweater, a gray baseball cap with narrow stripes and moccasins. If anybody asked him his name he would reply "Billy Pittsburgh."

Citizens drove yesterday to Vineland to visit a gypsy camp. There was a boy there who resembled "Billy Pittsburgh," but it was not he. Prayers for the restoration of the boy to his parents were said yesterday in all the Hammonton churches.

The search is being made by millmen, farmers, reserves and former service men. There is a reward of \$1,000 for Billy's return alive, but if he was kidnapped no effort has been made to claim a ransom, hence those who hold to the kidnapping theory are unable to guess why he was taken.

Another theory offered was that Billy may have been stolen through mistake. Some time ago a dog owned by an Italian was killed on the premises of Town Councilman Charles White, and Italian threatened the White family. Mr. White's boy and the Dansey boy look somewhat alike, and it is possible the wrong boy was kidnapped.

There are signs and other evidence that the abduction theory may be correct. In the pine woods a few miles above the Dansey farm, is the house of Mrs. Kimi Koff, who said that at 2 o'clock on

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MISSING 'PERFECT BABY' BELIEVED TO BE KIDNAPPED IN JERSEY AND HIS MOTHER



ALTOONA RAILWAY SHOPMEN RETURN TO WORK TO-DAY

Grievances of Pennsylvania Employees Will Be Adjusted Later.

ALTOONA, Oct. 13.—After a protracted meeting last night of the striking Pennsylvania Railway shopmen, during which leaders and organizers who came here for the purpose pleaded with the men to go back to work to-day in a body with the assurance that their grievances would be later adjusted by the Railroad Administration, it was decided that the strike should end at 2 o'clock this afternoon, when the men were to return to the shops on their regular shifts.

WASHINGTON, Oct. 13.—The Railroad Administration was notified to-day that the striking railroad shopmen at Altoona, Pa., would return to work at 2 P. M. to-day. The strike was local and unauthorized by the union.

GROWING OPPOSITION TO D'ANNUNZIO REPORTED

People of Italy and Fiume Becoming Bored by the Poet's Action.

ROME, Oct. 13.—Opposition to Gabriele d'Annunzio is growing. To-day it had reached such heights that the poet, apparently doubtful of his support, had called a meeting of the Fiume population to ascertain whether the people were still faithful to him.

This means that both Italy and Fiume are becoming bored to distraction by d'Annunzio and his occupation of Fiume.

The Fiume population makes an end to the abnormal situation which has been the result of the poet's action. The population of the port is increasing and the poet's action is becoming more and more unpopular.

WESTERNER BEATS MAYNARD'S TIME ACROSS CONTINENT

Capt. Smith Lands at Mineola With Record of 24 Hours 30 Minutes in Air.

FIVE NOW AT GOAL.

Preacher-Flyer to Start Back To-Morrow; Others Not Eager for New Test.

Capt. Lowell H. Smith, flying from San Francisco to Mineola in the transcontinental airplane test of the army, arrived at Roosevelt Field at 10:50 this morning, having made the 2,701 miles in nearly half an hour less of flying time than that made by the "Flying Parson," Lieut. Belvin W. Maynard, who completed his trip to San Francisco from Mineola Saturday. Smith's log showed he had been just twenty-four hours and thirty minutes in the air.

Lieut. H. E. Queen, following Smith from San Francisco, arrived at Mineola at 1:45 this afternoon. Lieut. A. S. Worthington was close behind him in an SE-5 at 2:15. Queen's flying time could not be satisfactorily computed because he was penalized for two forced landings in Wyoming, which counted technically as "time in the air." His machine was actually off the ground about the same time as Smith's, it was said.

With the exception of Smith, all the flyers who have reached Mineola from the Pacific Coast deprecate the necessity for making the return trip. Their machines have all been strained and they are frank to admit they can see no added service to science in completing the gruelling trip merely as a "stunt." Major Spatz has definitely asked the War Department to relieve him of the duty of returning.

The wife of Lieut. Belvin W. Maynard sent him a telegram from Mineola to-day saying she hoped he would not have to fly back. No intimation has come from the coast that Maynard did not wish to make the attempt. He was reported as saying his machine was in perfect order and he was ready to start back to-morrow morning. He preached at the First Baptist Church in San Francisco yesterday.

Capt. H. C. Drayton, within seventy-five miles of San Francisco at Sacramento, was held there because of heavy fog. Penalties which will be imposed on him for flying on Sunday from Lovelock, Nev., to Reno put him out of any possibility of equalling the time of Smith or Maynard.

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EXPRESS EMBARGO FOLLOWS STRIKE NOT AUTHORIZED

Order of Railway Co. Official Affects Incoming and Outgoing Packages.

OFFICES HERE TIED UP.

Platform and Drivers' Walk-Out Not Sanctioned by Teamsters' Brotherhood.

An embargo on all express packages to and from Greater New York was ordered this morning by Robert E. M. Cowie, Vice President of the American Railway Express Company. He sent a circular telegram to the company's agents in all parts of the country directing them to accept no packages addressed to New York, and at the same time the agents at all stations in New York City were ordered to accept no outgoing packages.

"This is imperative," Mr. Cowie said in his telegram, "and is caused by a strike of our platform and vehicular men. Packages already shipped to New York will be returned to the original shipping point on their arrival."

Officials of Local No. 645 of the Teamsters' Brotherhood, admitted that the strike, which was called at 1 o'clock this morning, was not authorized. They made it clear, however, that they intend to support the move "now that the men have taken things in their own hands."

William Flemming, who is in charge of the strikers, said that he toured the city in an automobile last night, urging the men not to strike. He said he and other union officials backed as best they could the efforts of Governor Smith to prevent the tie-up.

As to the number of men involved there are, as usual, conflicting reports. Flemming and Martin Lacey, secretary of the union, estimated the number of strikers as "at least 11,000." Cowie said the number was between 4,000 and 5,000. There is no question, however, of the fact that every terminal and branch office of the company in New York City is tied up.

Flemming announced that the strike had already affected "many Western cities" and said it would presently involve "the whole country."

"So far as I know," said Cowie, "and I am pretty well informed—the strike is confined to New York alone."

A telegram was sent this afternoon by Gov. Smith, through his Reconstruction Committee, asking Walker D. Hines, head of the Railroad Administration, if he could make an immediate decision on the demands of the striking expressmen.

Announcement was made in Washington this morning by Mr. Hines that he had asked the Wage Board to expedite its report.

Employees of the company were at work as usual this morning at Jersey City, and it was said by them that they were not in sympathy with the New York union.

Union and company leaders alike said that the settlement probably would come through Washington. Mr. Cowie said that the Board of Wages and Working Conditions of the United States Railway Administration had given a hearing to union leaders three weeks ago and that the Board was still studying the demands when the strike was suddenly called.

Strike leaders blame the delay and "red tape" at Washington for the fact that the men became "so restless that they could not be restrained."

(Continued on Seventh Page.)

DOCKMEN BREAK I. W. W. GRIP, BUT FERRY AND TUGMEN VOTE TO CONTINUE STRIKE

First Dockmen's Union to Take a Vote Is Almost Unanimous in Favor of Returning to Work—Terminal Workers Deny Breaking Agreement.

While to-day's labor unrest developments indicated that the I. W. W. influence in the International Longshoremen's Union has been nullified by aggressive, common sense leadership with the result that the strike will probably be called off by a mass meeting to be held at Cooper Union tonight, the unions of port and terminal workers, controlling ferryboats—excepting the Municipal and Lackawanna, the Fort Lee Line and Dyckman Street lines—tugs, lighters and barges and freight handlers in the Jersey railroad terminals are diligently working to extend their strike which was declared Friday at midnight.

MILK DRIVERS DEMAND INCREASE IN WAGES AND SIX-DAY WEEK

Teamsters Give No Estimate of Price to Consumer if Their Requests Are Granted.

Demands for more pay and a six-day week instead of seven have been submitted by 8,000 men belonging to Local No. 344 of the International Brotherhood of Teamsters, and employed in milk distribution in New York City. The present agreement expires Oct. 22, and the union has insisted that the new scale go into effect Nov. 1.

The demand for the six-day week, union leaders declare, will not be arbitrated, although they will submit the wage increases to mediation. Of the men involved, 4,000 are milk drivers, now being paid \$23 a week and 1 per cent. of collections. The new scale provides for \$26 a week and 2 per cent. of collections. Pasturemen, of whom there are 3,000, demand an increase of \$25 to \$45 a week. Stablemen, numbering 300, want an increase of from \$24 to \$40, and 300 store managers, now getting \$19 a week and 1 per cent. of collections, demand \$29 and 2 per cent. of collections.

Conferences on the new scale will be held this week, according to Frederick J. Sterbinsky, President of the local.

The drivers furnish no estimate of the price of milk to consumers if their demands are granted.

U. S. WILL ACT TO AVERT STRIKE OF COAL MINERS

Steps by President or Cabinet Are Predicted at the White House.

WASHINGTON, Oct. 13.—Some official action, either by President Wilson or the Cabinet, to avert the threatened strike of soft coal miners Nov. 1, is to be expected, it was said to-day at the White House.

Officials regard the matter as one requiring Governmental action if other efforts to avert a tie-up of the coal mines fail.

TAKE BELLEANS BEFORE MEALS and are now fine Good Digestion makes you feel—A.G.C.

An executive committee meeting of the port and terminal workers, comprising all classes of employees engaged in moving floating railroad passenger and freight traffic in this harbor—excepting masters, mates and pilots and engine room crews—was held to-day in White Eagle Hall, No. 345 Newark Avenue, Jersey City. The meeting unanimously, according to reports given to the press, voted to continue the strike and to ask the masters, mates, pilots and engine room employees, not only of the railroad craft but of all privately owned craft in the harbor to go out in sympathy.

Following the Jersey City meeting, Thomas L. Delahanty, head of the Marine Workers' Union, and Capt. William A. Mahor, head of the union of masters, mates and pilots and other leaders called a meeting to assemble at No. 26 Park Place, Manhattan, to consider the proposition of extending the strike. The sentiment of the men who assembled this afternoon appeared to be in favor of calling an additional strike which would affect 12,000 men.

A line on the feeling of the longshoremen about going back to work was furnished this afternoon when Local No. 928, with 1,888 members met in the headquarters in Atlantic Avenue, Brooklyn. The vote to call off the strike was practically unanimous. A majority of the members of this local are Negroes. Their leader is Richard Shelton, who has been a steady advocate of the union living up to its contracts and obligations.

SHORTAGE OF COAL FOR INTERBOROUGH LINES FEARED.

The strike of towboat men has already brought about a marked decrease in New York's reserve coal supply, especially the supply which is used by the public utilities corporations. The Interborough has no coal storage facilities and the supply at the West 58th Street power house, which is the main source of power for the subway system, is causing worry to the management. The only reserve stored at this plant is that which has not been unloaded from barges.

Not a pound of coal has come to New York since last Friday from the terminals at Perth Amboy, South Amboy and Port Reading. Dealers clamoring for coal to supply the great demand at this time of year are cutting about for means to convey their coal from the Jersey terminals. Only six tugboats, privately owned, were operating in New York